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Aero Taxi Service:

The Aero Taxi Branch of the CSA was charged with crop dusting responsibilities and also supplied an aerial taxi service for factory executives, Communist party dignitaries and others of importance in the current regime. In short, the Aero Taxi supplied a non-scheduled charter service to areas not serviced by the scheduled aircraft of CSA and a "crop dusting" service. Types of aircraft: the Aero Taxi Service had approximately 20 each AE 45's and FI 156's. The AE 45 was produced in Vysocany, a district of Prague. Production stopped, 25x1 date unknown. The AE 45 was supplied to represent to China in 1950 were crated for transportation by rail and were 25x1 accompanied by representatives sent to teach the Chinese assembly procedures. The FI 156's were produced in Chocen. Production was discontinued, exact date unknown. These aircraft were used only for crop dusting. A special pilot's pool was used for this work.

Satellite Airlines:

general they use LI-2 aircraft but LOT has a few IL-12 aircraft, and in Rumania, one IL-12 with a Russian crew is used solely by government efficials.

MIG-15 Sightings:

at Wien-Baden Airfield,
Soviet Zone, Austria one (1) MIG-15 patrol aircraft
flying over this airfield. Route was exactly north to south;
when on south leg MIG-15 flew at 300 m. when on north leg

MIG-15 flew at 1.000 m.

it flew north as far as Vienna and
then turned back. This single aircraft passed over Wien-Baden
Airfield every 10 minutes.

1t had swept-back wings.

b. January 1953:

three jet aircraft emitting vapor trails on the Hungarian side of border patroling at 10,000 m.

they were MIG-15's

c. Spring 1952: CSA Captain was flying a CSA DC-3 from Plovdiv Airfield, Bulgaria to Prague. While over Hungary, pilot avoided a thunderhead and consequently flew off the corridor. In a few minutes two MIG-15's flanked him and forced him to land on Budapest/Ferihegy Airfield where he was held one day and questioned by a Soviet officer. He was then released to return to Prague.

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